President.—There is another motion before that. That is Dr. A. G. Menon's motion.

Motion No. 84.

Dr. A. G. MENON (*Tattamangalam*).

To reduce the allotment of Rs. 1,14,751 for Irrigation by Rs. 100.

Dr. A. G. MENON (*Tattamangalam*).

Sir, I have already brought up a resolution. But I don't know whether it would take a large time for the formation of Committee. Whatever I have to say about irrigation, I shall take the next opportunity to place before the House, and, as such, there is no necessity to discuss the same now. I withdraw my motion.

The House permitted the cut to be withdrawn.

Motion No. 85.

Mr. A. B. SALEM (*Jews*).

To reduce the allotment of Rs. 12,128 for the upkeep and maintenance of the College Gas and Electric Plants by Rs. 1,700.

Adjournment Motion.

Mr. MATHEW KOLADI VADAKKOT (*Kunnamkulam*).

Sir, I take this opportunity to move that the motions of Mr. A. B. Salem be adjourned to another day, preferably Monday.

Mr. C. A. OUSEPH (*Chalakkudi*).

Sir, I second it.

The President put the motion to votes and it was lost.

Voting of Demands for Grants—(*cont.*)

DEMAND XXVII—Public Works—Rs. 14·08 lakhs—(*cont.*)

Mr. A. B. Salem's motion was considered to have been withdrawn

Motion Nos. 86 and 87.

Mr. A. B. SALEM (*Jews*).

To reduce the allotment of Rs. 14,791 for Dredger and Pulsometer by one rupee.

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Mr. M. K. RAMAN (*Ezhuva South*).

To reduce the allotment of Rs. 14,791 for Dredger and Pulsometer by Rs. 12,000.

Mr. A. B. Salem's motion was taken to have been withdrawn.

Mr. M. K. RAMAN (*Ezhuva South*).

Sir, I understand that we have a dredger here, which is an extremely old one, and the machinery by which it is worked is already gone, and it is only the engine or something of the kind that remains. I do not understand why this particular amount of Rs. 14,791 is set apart for dredger and pulsometer. It is not for the maintenance of the thing or for the reconstruction of the thing.

Mr. V. K. ARAVINDAKSHA MENON (*Chief Engineer*).

It is for the reconstruction of the hull of the dredger. The hull of the dredger is out of order. We bought it first-hand. As for the pulsometer, the contractors are not taking that, because it is unfit for work. We spend only very little money on it, only Rs. 100.

Mr. M. K. RAMAN (*Ezhuva South*).

I would also like to know whether it is likely that the dredger would work properly after reconstruction. What would be the cost of a new dredger of the kind?

Mr. V. K. ARAVINDAKSHA MENON (*Chief Engineer*).

Rs. 32,000, for a dredger of the same capacity.

Mr. M. K. RAMAN (*Ezhuva South*).

Instead of rebuilding the old one, I think it would be cheaper to purchase a new one; for the old one will continue to work unsatisfactorily.

Mr. V. K. ARAVINDAKSHA MENON (*Chief Engineer*).

I don't think it to be wise for us to scrape this dredger and go in for a new one, because the price for a new one, as I told you before, is Rs. 32,000. If the hull of the dredger is renewed, it would last a number of years. It is teak-wood, instead of iron. It is just as good as new.

Mr. M. K. RAMAN (*Ezhuva South*).

We can be more up-to-date.

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President.—The engine is all right. Only slight improvements are necessary. There is a great difference between Rs. 14,000 and Rs. 32,000.

Mr. M. K. RAMAN (*Ezhuva South*).

We have still the dissatisfaction of making use of this old one. It may not work so satisfactorily as the new one. So far as I understand, this dredger does not seem to be in working condition at all. It is not working properly. It is rather an old-fashioned one. I am not an expert.

Mr. V. K. ARAVINDAKSHA MENON (*Chief Engineer*).

If these repairs are executed, that would be the best one. This is only used in the back-waters and such other works.

Mr. C. ACHYUTA MENON (*Mulakunnattukavu*).

We once sold an old dredger for Rs. 900. The cost price was Rs. 29,000.

President.—What does this cost?

Mr. V. K. ARAVINDAKSHA MENON (*Chief Engineer*).

Our dredger costs Rs. 30,000, the pre-war rate.

Mr. M. K. RAMAN (*Ezhuva South*).

I would like to know whether the pulsometer is working properly?

Mr. V. K. ARAVINDAKSHA MENON (*Chief Engineer*).

It is in a very good condition. Every year it is being used. Last year it was lent to the Tramway Engineer for some bridge work. It is in working order.

Mr. M. K. RAMAN (*Ezhuva South*).

Will it be cheaper to have a water-pump, instead of a pulsometer.

Mr. V. K. ARAVINDAKSHA MENON (*Chief Engineer*).

I should like to be enlightened as to what kind of water-pump the Hon'ble Member means?

Mr. M. K. RAMAN (*Ezhuva South*).

The pump that is used in *Kole* lands.

Mr. V. K. ARAVINDAKSHA MENON (*Chief Engineer*).

Such a kind of pump is not used so freely. That pump cannot be worked on such high levels. For a

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height of 5 feet, only this pump could be used. It depends upon the kind of work that has to be done. That is not suitable.

Mr. M. K. RAMAN (*Ezhuva South*).

Are we making use of it?

Mr. V. K. ARAVINDAKSHA MENON (*Chief Engineer*).

We are making use of it. We need not spend much on it.

President.—Is his explanation satisfactory?

Mr. M. K. RAMAN (*Ezhuva South*).

I would like to know also what the other members speak.

Mr. C. A. OUSEPH (*Chalakkudi*).

I believe that this is the dredger referred to the other day by the Hon'ble Member and that it was due to neglect that it was damaged. I wish to know whether it is partially due to neglect. May we have the assurance that hereafter it will not be neglected? It was admitted here that it was partially due to neglect, of course, not of the Hon'ble Member.

Mr. V. K. ARAVINDAKSHA MENON (*Chief Engineer*).

I had admitted that. I had brought this to the notice of the House. It will receive attention. Soon after the dredger was bought, the Mechanical department fell into so many changing hands. It was in a quite unstable condition so that proper attention was not paid to it.

Mr. M. K. RAMAN (*Ezhuva South*).

That is no reason why we should neglect it. I would also like to know whether this dredger is intended to dredge the canal from Cochin to Ernakulam or for the Harbour works.

President.—Only for the Canal works, not for the Harbour works.

Any member wishing to speak?

There was none.

Mr. M. K. RAMAN (*Ezhuva South*).

I beg to withdraw the motion, if the Council permits.

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The permission of the House was obtained to withdraw the motion.

Motion Nos. 88—90.

Mr. T. A. RAMACHANDRA AYYAR (*Nellayi*).

To omit the allotment of Rs. 25,000 for Mattancheri Electrical Lighting.

Mr. A. B. SALEM (*Jews*).

To omit the allotment of Rs. 25,000 for Mattancheri Electrical Lighting.

Mr. M. K. RAMAN (*Ezhuva South*).

To omit the allotment of Rs. 14,08,600 for Electric Lighting.

President.— Can you give an explanation?

Mr. A. K. VENGU AYYAR (*Secretary to the Diwan*).

This is not a votable item at all. This is not intended to be met from current expenditure, and so it will only be treated as an advance in connection with the work. So it becomes non-votable.

President— Yes. It must be considered as non-votable. All the motions with regard to this item must hence be considered as not in order.

Motion Nos. 91 and 92.

Mr. A. SANKARA PUDUVAL (*Trichur*).

To reduce the votable allotment of Rs. 9,20,259 for Public Works, by Rs. 100.

Mr. EPHRAIM AMBOOKEN (*Adur*).

To reduce the allotment of Rs. 14,08,600 under Public Works, by Rs. 2,00,000.

Mr. A. Sankara Puduval being absent, his motion was taken to have been withdrawn.

President— Now we come to Mr. Ambooken's motion on the total allotment.

Mr. EPHRAIM AMBOOKEN (*Adur*).

I want to treat this only as a token motion.

I am at a loss to know why the Government has adopted such a policy that, out of the Public Works Department, nothing has been provided for the opening of new roads in the rural areas of the State.

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President.—Is it not provided under Panchayats?

Mr. EPHRAIM AMBOOKEN (*Adur*).

Under Panchayats, only Rs. 15,000 has been provided in connection with the opening of new roads throughout the State. But it is quite sufficient for opening new roads. We can depend upon this allotment. In the rural parts, we don't get a pie for opening new roads. That is regrettable.

President.—No provision for any roads in the rural parts?

Mr. EPHRAIM AMBOOKEN (*Adur*).

No provision. Either sufficient amounts must be provided under Panchayats, or the P. W. D. must take up the work, because there are several parts of the State which are wholly in want of new roads, especially in the constituency of Adur. There are only few roads there. The total length of roads in the Adur constituency, which contains nearly 13 villages, will come to only some 10 or 15 miles—public roads. These are all the prime needs of the bulk of the people in the Cochin State.

President.—You say that more funds should be provided for roads.

Mr. EPHRAIM AMBOOKEN (*Adur*).

With that information brought to the notice of the Government, I withdraw my motion, if the Council permits.

Leave was given.

Mr. C. A. OUSEPH (*Chalakkudi*).

There is one more motion standing in my name. It will take only five minutes.

മിസ്റ്റർ എ. കുരിയ കുത്തമ്മാൻ (കാട്ടർ)

നമ്മുടെ കൊച്ചിരാജ്യത്തു് അടുത്ത 1101-ാമാണ്ടിലേക്കുള്ള ചിലവുകളിൽ മിക്കതും പാസ്സായിക്കഴിഞ്ഞുവല്ലൊ? എന്നാൽ ഇതെവരെ പാസ്സാക്കിക്കഴിഞ്ഞ ചിലവിനങ്ങളിൽ രാജ്യത്തിലെ ഉൾനാടുകളിലേക്കുള്ള പ്രത്യക ഗുണത്തെമാത്രം ആശ്രയിച്ചിരിക്കുന്നതായ വിദ്യാഭ്യാസം, പഞ്ചായത്തു് എന്നീ ഇനങ്ങളിൽനിന്നും ഏറ്റവും തുച്ഛമായ ഒരു ഭാഗം മാത്രമേ ഉള്ളു എന്നു കാണാം. 70 ലക്ഷത്തിൽപരം രൂപ മുതലെടുപ്പു ഉണ്ടാകയും അതു മുഴുവനും പലക്കായി പങ്കിടുകയും ചെയ്യുമ്പോൾ കൃഷിക്കാരും സാക്ഷാൽ രാജ്യത്തെ പ്രധാനവിഭാഗവും ആയ ഉൾനാട്ടുകാക്കു് ഇതിൽ ഏറ്റവും നിസ്സാരമായ ഒരു ഭാഗംമാത്രമേ ഉള്ളു എന്നറിയുന്നതു് രാജ്യത്തേക്കു പൊ

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തുകൊണ്ടുള്ള നാശവും ഉൾനാട്ടുകാർക്ക് പ്രത്യേകം നോവേദനക്കും കാരണവും ആകുന്നു. എന്നാൽ ഇതേവരെ കഴിഞ്ഞതു കഴിഞ്ഞു. ഇപ്പോൾ ഇനി നാം ആലോചിക്കുന്ന പൊതുമരാമത്തിലേക്ക് 14 ലക്ഷം ഉറുപ്പികക്ക് ഗവർമ്മെണ്ടിൽനിന്നും ഉണ്ടാക്കിട്ടുള്ള കണക്കിൽ പെട്ടതിയിട്ടുള്ള ഇനങ്ങൾ മിക്കതും പട്ടണങ്ങളിൽതന്നെയാണ് ചിലവു ചെയ്യുന്നതു്. കഴിഞ്ഞ രണ്ടു മൂന്നു കൊല്ലങ്ങളിലായി അടിക്കടി ഉണ്ടായിക്കൊണ്ടിരിക്കുന്ന മലവെള്ളത്താൽ കൃഷികൾ മുഴുവനും നശിച്ചു് കഷ്ടപ്പെട്ടിരിക്കുന്ന ഉൾനാട്ടുകാരുടെ കായ്ത്തൽ ഗവർമ്മെണ്ടു് ഈ വിധം പെരുമാറുന്നതു് വളരെ സങ്കടമാണു്. എന്റെ നിയോജകമണ്ഡലത്തിൽപ്പെട്ട കാട്ടൂർ, കാട്ടൂർ, പോത്തുശ്ശേരി, മാടായിക്കോണം, പടിയൂർ, തൊട്ടിപ്പാൾ, ഇടതിരിഞ്ഞി ഈ വില്ലേജുകളിൽ മലവെള്ളത്താൽ കൊല്ലംതോറും നേരിടുന്ന നാശത്തെ പരിഹരിക്കുന്നതിനായി ഒരു തോടെങ്കിലും നിവൃത്തിമാർഗ്ഗമൊ ഉണ്ടാക്കിത്തരുന്നതിലേക്ക് പലപ്പോഴും ഹരിജികൾ കൊടുത്തിട്ടും ഇതേവരെ യാതൊരു നിവൃത്തിയും ഉണ്ടായിട്ടില്ല. മേല്പറഞ്ഞ വില്ലേജുകളിൽ ഗതാഗതസൌകര്യത്തിനു വേണ്ടതായ റോഡുകൾ ഇല്ലാത്തതും വളരെ കഷ്ടമാണ്. തൃശ്ശിവപേരൂരിൽനിന്നും ഞങ്ങളുടെ പ്രദേശങ്ങളിലേക്കുള്ള ഏകമാർഗ്ഗമായ കാരാഞ്ചിറ റോഡിൽ കരുവന്നൂർ പുഴയിൽ കരാഞ്ചിറ എന്നസ്ഥലത്തു് ഒരു പാലം കെട്ടിക്കേണ്ടതു് ഏറ്റവും അത്യാവശ്യമായിട്ടുള്ളതാണ്. ഈ സ്ഥലത്തിന്റെ സ്ഥിതിയും പാലത്തിന്റെ ആവശ്യവും നമ്മുടെ ദിവാൻ സ്വാമി അവർകൾ ഈയ്യിടെ സ്ഥലം സന്ദർശിച്ചപ്പോൾ കണ്ടു ബോദ്ധ്യപ്പെട്ടിട്ടുള്ളതുകൊണ്ടു് ഇതിനെപ്പറ്റി ഞാൻ അധികം പ്രസ്താവിക്കുന്നില്ല. മേലാലെങ്കിലും രാജ്യത്തെ മൊത്തമുള്ള പ്രധാനകാരണഭൂതന്മാരായ ഉൾനാട്ടുകാരുടെ ആവശ്യങ്ങളെ ഗവർമ്മെണ്ടിൽ നിന്നും വേണ്ടും വിധം അറിഞ്ഞു അതിലേക്കുള്ള നിവൃത്തിമാർഗ്ഗങ്ങൾ ചെയ്തുതരണമെന്നു് സവിനയം ഗവർമ്മെണ്ടിനെ ഉത്ബോധിപ്പിച്ചുകൊള്ളുന്നു.

Mr. V. K. ARAVINDAKSHA MENON (*Chief Engineer*).

Well, the present policy of the P. W. D. is not to embark on small roads in rural areas; we generally entrust it to the care of Panchayats. Even from next year onwards we have to close certain roads, which really lead nowhere, and which are going to be transferred to the Panchayats. The P. W. D. expert supervision is required only on main thoroughfares enjoying heavy traffic and on roads of that class. Rural areas were not engaging any special attention. So far as rural roads are concerned, I have to say only this much:

Mr. MATHEW KOLADI VADAKKOT (*Kunnamkulam*).

I may point out that some of the roads in Kunnamkulam have been very much neglected and are not in a very satisfactory condition.

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Mr. V. K. ARAVINDAKSHA MENON (*Chief Engineer*).

Which roads?

Mr. MATHEW KOLADI VADAKKOT (*Kunnamkulam*).

Some of the roads in the bazaar. I regret very much to mention here, Sir, that some of the roads in Kunnamkulam Town are not in a satisfactorily useful condition. They have been so much neglected that it would be better to insure one's life before venturing to make use of those roads. Regarding those roads, I had submitted a question requesting to inform when those roads were repaired and metalled; but, unfortunately, no answer has been placed on the table. I request the Hon'ble Member in charge of the Department to pay a little more attention to these roads, which, if neglected for any longer time, will become quite useless and may necessitate the opening of new roads.

Sir, I submit there is urgent necessity to open a road connecting Kunnamkulam and Pazhanji through Vettikkadavu. The distance between these places is only about three miles. Arecanut, which is being produced in and near Kunnamkulam, has to be taken for sale every day during the five months of the arecanut-producing season to Pazhanji, which is the nearest arecanut market; and so a non-circuitous route is an inevitable necessity. I respectfully request you, Sir, to take steps without further delay to construct a road connecting Kunnamkulam and Pazhanji through Vettikkadavu.

Further, the construction of the Harbour has created a new situation. The Harbour is going seriously to affect mofussil places. We do not deny the fact that the construction of the Harbour will surely increase the importance of Ernakulam and Cochin and bring in more money to the State's exchequer. But we have to take into consideration the whole interest of the State and should not forget the existence of mofussil parts. I may here point out that Travancore stands in an advantageous position to reap more fruits than we could from the construction of the Harbour. Easy water communication has given Travancore this advantage. To almost every part of Travancore there is easy water communication, but it is not so in the

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case of our State. I therefore, submit, Sir, that every effort should be made to improve and increase water communications in our State. To speak for my constituency, there is no water communication at present from Cochin, reaching as far as Kunnamkulam. There is water communication as far as Chowaghat in British Malabar, from where there is only a distance of about 5 miles to Kunnamkulam. I understand that, without very heavy expenditure, water communication can be extended to Kunnamkulam. If this is not done, Chowaghat—a town in British Malabar—will reap the full benefits to be derived from the construction of the Harbour, and that, at the expense of Kunnamkulam. I, therefore, request you, Sir, to take necessary steps to extend water communication to Kunnamkulam or to open a branch Railway.

I may here make a comparison of amounts provided in the Travancore budget and in our budget for 1101 for Public Works. In Travancore the total revenue is budgetted to be Rs. 206·81 lakhs, and out of this amount, Rs. 29.40 lakhs, that is, about 1/7 of the total revenue, is for Public Works. But in our State the amount earmarked for Public Works is Rs. 14,08,600, that is, about 1/5 of the total revenue. These figures show that the proportionate amount we spend on Public Works is higher than in Travancore. In spite of this fact, those who have seen the condition of Travancore roads and of the roads in our State will surely hesitate to congratulate the Hon'ble Member in charge of our Department.

One reason for the increase in expenditure on Public Works in our State is the opening of new roads. Sir, what necessitated the opening of some of these new roads and how far they are useful we have to examine. The time at my disposal is limited, and, therefore, I shall confine myself to one or two instances. At Irinjalakkuda a new road is being opened, connecting the Anchal Office and the Parayankadavu road. There is already a road connecting the Anchal Office and Parayankadavu, and therefore, we have to see what necessitated the opening of a new road. Soon after the Vaikom Satyagraha was started, many public roads and thoroughfares were brought under Devas-

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wams. I say "public roads", because those roads were being maintained from public funds, and in some places lamps on these roads were being lighted out of public revenue. If the old roads had been thrown open to the public, instead of taking shelter under the cover of Devaswam property, there would not have been so much necessity for opening new roads. This transfer has caused much trouble to a large portion of His Highness' loyal subjects and an increase in expenditure under Public Works. Not only trouble and increase in expenditure, but also heart-burning on either side; and what further developments are going to take place in the near future on account of all this, I am not here to dilate upon. In this connection, I may point out, Sir, that all roads, thoroughfares, wells, tanks and public institutions, maintained out of public funds, should be thrown open to all classes and communities of His Highness' subjects. So long as they are maintained out of public revenue, to which all classes and communities of His Highness' subjects contribute, I say, Sir, we have a right to ask for opening them to all subjects without the distinction of caste or creed. I understand, Sir, many public roads, wells, &c., which have not yet been brought under the Devaswam, are not open for use to all castes and creeds. I do not know what arguments the Government has got in its inexhaustible armoury to uphold this practice. In the questions submitted by me, I had made a request to the Government to lay on the table a list, with full particulars, of all public roads, wells, tanks and institutions which are not open to all communities and castes alike, and mention the reason if any, for not opening them to all classes of His Highness' subjects; but like all my other questions, this also remains unanswered. I understand some other Hon'ble Members of this House also had submitted similar questions but, unfortunately, they have also met with the same fate. I know, Sir, the Hon'ble Members of this House are not allowed to tread upon the sacred precincts of the Devaswam, and so I do not venture to do so. Let those who enjoy that privilege make full use of their privilege outside the four walls of this House in order to get their disabilities and hardships removed. My request here is only this, Sir, namely, to throw open at least

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all those roads, thoroughfares, wells, tanks and institutions which are now maintained from public revenue—that is, those which have not yet been brought under the Devaswam—to all castes, creeds and communities.

Mr. M. K. RAMAN (*Ezhuva South*).

Sir, the policy of maintaining separate roads for separate sections of people is not a very desirable one. I submit that it brings about a lot of dissatisfaction in the minds of a very large section of His Highness' beloved subjects. I find, in Irinjalakkuda, a new road is to be opened just for the purpose of not allowing a particular section of the public from passing through another main road. Our public money is unnecessarily spent, probably, for the purpose of perpetuating certain undesirable distinctions, which have almost died out, except perhaps in a few corners. And the ultimate effect of this mode of spending money would be to create a great deal of dissatisfaction and heart-burning in the mind of six lakhs of His Highness' subjects. I would inform this House, as representing the voice of six lakhs of Cochin people, that it is a great mortification for us to see that we are publicly disgraced in that way. You put up notice boards in public places, under the pretext that there is a temple or something close by, to the effect that the major part of His Highness' subjects are low caste men and that nearly six lakhs of honest people who earn their livelihood, not by idleness and hypocrisy, but by honest labour, people who could look into your face and say that they live by an honest trade or profession, cannot pass through them. I say this is atrocious. In these advanced days, when we are living in an enlightened era, it is not a very creditable thing for our enlightened Government to adopt such measures as these, publicly insulting the major part of His Highness' honest and respectable subjects. I understand that almost all these roads are maintained by the Public Works Department. Recently, we had a notification in the Gazette to the effect that some of these *Poramboke* places are converted into Devaswam properties. Whether this notification has brought about any alteration in the maintenance of these roads, I am not aware. However, this retrograde policy would not speak highly of our Government. That, when all civilised countries are crying for equa-

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lity, our Government should fall back to the distance of one or two decades, is not a safe policy. I do not know what necessitated this notification. I sent up a question to know it. But my question was not allowed. So I have not even the pleasure of knowing what motive actuated the Government in taking such a measure now. I again say that it is a matter of great grief and mortification to us to see that we are kept out of public institutions, public roads, etc., or, in other words, the very elementary rights of citizens are denied to us. We have been long kept out of public schools and public places, probably, at a time when we were unconscious of it. But the enlightened Government were pleased to give us education, and with this education we became conscious of our situation, and we now find it impossible in our minds to be contented with the treatment that we are receiving. Therefore, I would submit, on behalf of the unfortunate classes—those who are not allowed even the elementary rights in this country—I would, as their representative, request this House not to encourage that sort of practice, which all civilised countries strongly condemn, never to bring into existence separate institutions, separate roads, separate wells, separate boarding houses and separate schools for the separate classes of the State. It is not to the fair name of our State that we should perpetuate this compartmental system. Our Government money shall never be spent for that purpose. I request this House again to take measures to throw open all public roads and all public institutions, to all classes of His Highness' subjects, and thereby to bring about contentment and satisfaction in the minds of the major part of His Highness' subjects.

Mr. V. K. ARAVINDAKSHA MENON (*Chief Engineer*).

On hearing these speeches on roads, I wish to point out one thing. Of 500 miles of roads in the State that we maintain, most of them are open to the general public in fact. In all the State, probably, only less than a mile is not open to the public, that is, only in Trippunittura Town, of which a portion of the expenditure is contributed by the Devaswams themselves. I do not know any other road which is not open to the public.

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President.—The road under reference, in Irinjalakkuda.

Mr. V. K. ARAVINDAKSHA MENON (*Chief Engineer*).

Even now it is open to the public.

President.—Are these roads under the Devaswams?

Mr. V. K. ARAVINDAKSHA MENON (*Chief Engineer*).

Yes, Sir. That is the reason.

President.—Any other place?

Mr. V. K. ARAVINDAKSHA MENON (*Chief Engineer*).

One place at Trippunittura; and that is only a few furlongs. There is no justification at all for this wholesale condemnation.

Mr. A. K. VENGU AYYAR (*Secretary to the Diwan*).

The Devaswam Department maintains Devaswam roads. It contributes from the establishment itself and looks after them.

President.—The Chief Engineer is speaking of non-Devaswam roads.

Mr. MATHEW KOLADI VADAKKOT (*Kunnamkulam*).

Are non-Devaswam roads open to all classes?

Mr. V. K. ARAVINDAKSHA MENON (*Chief Engineer*).

There is only one such road at Trippunittura and one in Irinjalakkuda Town.

Mr. MATHEW KOLADI VADAKKOT (*Kunnamkulam*).

These roads are under the Devaswam.

Mr. V. K. ARAVINDAKSHA MENON (*Chief Engineer*).

Not under Devaswam management; they contribute that is all.

Mr. C. ACHYUTA MENON (*Mulakunnattukavu*).

All roads at Trippunittura run through Devaswam lands.

Mr. MATHEW KOLADI VADAKKOT (*Kunnamkulam*).

May I take from this House that all the wells and tanks maintained out of public funds are open to the public.

Mr. V. K. ARAVINDAKSHA MENON (*Chief Engineer*).

With these exceptions. As to tanks and wells, I do not know.

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President.—Municipalities spend money on tanks and wells. There are tanks and wells, reserved for caste people. They are not used by all people.

Mr. M. KRISHNA MENON (*Vyttila*).

Wells are sunk specially for Christians also.

President.—As to public tanks, of course, 'Vadakkae chira' in Trichur may be called a public tank, and that is not used by all the people.

Mr. V. K. ARAVINDAKSHA MENON (*Chief Engineer*).

So far as I know, I would be gald to inform you, if you mention instances.

Mr. M. K. RAMAN (*Ezhuva South*).

Then, may I know why this one mile at least is reserved as a monument?

Mr. C. ACHYUTA MENON (*Mulakunnattukavu*)

It was wrongly registered. They were handed back to the Devaswam. All these Trippunittura Devaswam roads run through Devaswam lands.

Mr. C. A. OUSEPH (*Chalakkudi*).

May I know when these wrong registries were discovered?

Mr. C. ACHYUTA MENON (*Mulakunnattukavu*).

I discovered it in 1083. There is a similar mistake with regard to the Trichur Tekkinkad Maidan.

President.—It was only recently rectified.

Mr. T. A. RAMACHANDRA AYYAR (*Nellayi*).

A point of order, Sir. May I know why the allotment under Mattancheri Electric Lighting has been ruled as non-votable?

President —Because it is not met out of current expenses. It is intended to be a sort of loan to the Mattancheri Municipality. It is only a loan.

Mr. V. K. ARAVINDAKSHA MENON (*Chief Engineer*).

The merchants contribute Rs. 75,000, and we are to give Rs. 25,000.

Mr. K. S. RAMA AYYAR (*Trippunittura*).

It stands as a loan given for the merchants.

Mr. C. A. OUSEPH (*Chalakkudi*).

Even loans are not tabled as non-votable under the Regulation, Section 16 (4). Investments are not tabled as non-votable.

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President.—Which is the section of the Regulation you rely on ?

Mr. C. A. OUSEPH (*Chalakkudi*).

Section 16 of the Regulation (VIII of 1098).

President.—We have made rules about non-votable and votable items.

Mr. C. ACHYUTA MENON (*Mulakunnattukavu*).

They explain only what is votable and what is non-votable, and that has been my impression all along.

Mr. C. A. OUSEPH (*Chalakkudi*).

The proposals for appropriation of revenues.

President.—What does appropriation mean? You appropriate the whole thing that is spent.

Mr. C. A. OUSEPH (*Chalakkudi*).

I leave it to the President to rule it.

President.—In my capacity as Diwan, I rule it to be non-votable. They are to take Rs. 75,000 and the Government to give Rs. 25,000.

Mr. K. S. RAMA AYYAR (*Trippunittura*).

Who will be responsible for this loan?

Mr. V. K. ARAVINDAKSHA MENON (*Chief Engineer*).

The rules have not been framed.

President.—It is recoverable.

The whole demand under P. W. D. was passed.

President.—Then we pass on to Demand No. XXIX.

Demand XXIX—Scientific, etc., Department.—Rs. ·99 lakh.

Mr. A. K. VENGU AYYAR (*Secretary to the Diwan*).

Sir, I rise to move for a grant of Rs. 95,920 under Demand XXIX. There are few items which require explanation.

The following motions were not moved, the members, when called upon, being absent :—

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